WHAT IS CLAIMED IS:

1. A method of controlling a wheel brake of a vehicle, an electrically operated actuator being assigned to the wheel brake and being drivable by an actuation signal as a function of a setpoint to generate at least one of a braking force and a braking pressure, the method comprising:

determining a desired braking input based on at least one of a brake pedal operation and at least one other control system; and

implementing the desired braking input in at least one of a magnitude of the desired braking input and a change of the desired braking input in operation of the actuator;

wherein the at least one of the magnitude of the desired braking input and the change in the desired braking input in operation of the actuator is limited in at least one predefined operating situation.

2. The method of claim 1, wherein the at least one predefined operating situation includes the vehicle being at a standstill.

3. The method of claim 1, wherein at least one of the braking pressure and the braking force is limited to a predefined value when the vehicle is at a standstill.

4. The method of claim 1, further comprising reducing a quantity representing the at least one of the braking force and the braking pressure to a limit value when the vehicle is at a standstill if a larger value for the at least one of the braking force and the braking pressure is predefined when the vehicle is not at the standstill.

5. The method of claim 1, further comprising increasing a limit value if the vehicle is detected going from a standstill to a rolling state.

6. ~~The method of claim 1, wherein a buildup gradient for at~~

least one of the braking pressure and the braking force is limited in the at least one predefined operating situation.

7. The method of claim 1, wherein a valve connects a first and a second pressure control circuits, further comprising:

driving the valve in the at least one predefined operating situation to connect the first and the second pressure control circuits; and

regulating the pressure by one of the first and second pressure control circuits while another one of the first and the second pressure control circuits is at least one of deactivated and converted to a pressure holding mode.

8. The method of claim 1, wherein a limit value is based on at least one wheel brake not being braked.

9. The method of claim 1, wherein the at least one predefined operating situation includes at least one of:

the vehicle being at a standstill;

a speed of the vehicle being low;

a driver stipulating a low desired braking; and

the driver stipulating a small change in desired braking.

10. A device for controlling a wheel brake, the device comprising:

a control unit to control at least one electrically operated actuator assigned to the wheel brake;

wherein:

the control unit is operable to control as a function of a desired braking derived from an operation of at least one of a brake pedal and at least one other control system, and converting at least one of a magnitude and a change of the operation into the actuation quantity; and

the control unit is operable to limit actuation of the at least one electrically operated actuator

in at least one predefined operating situation, and the desired braking is limited in at least one of the magnitude of the desired braking and dynamics of the change of the desired braking.